915.479
S04/S04
S6 S80

00056580

Digitized with financial assistance from the
Government of Maharashtra
on 18 July, 2018

Processed at
The Preservation & conservation
Laboratory of
The Asiatic Society of Bombay
Date.....

SOUVENIR

OF

56580

TWO PROGRESSES

PERFORMED BY

Their Royal Highnesses
The Prince and Princess of Wales

THROUGH

BOMBAY CITY.

November 1905.

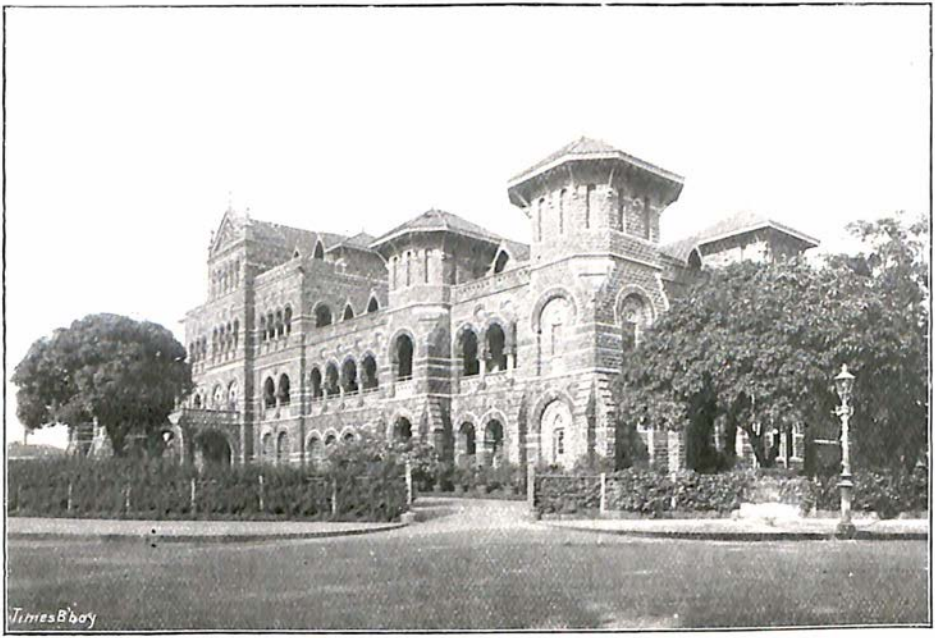
LIBRARY
BOMBAY BRANCH
ROYAL ASIATIC

00056580

SOUVENIR

OF

TWO PROGRESSES



The Sailors' Home.

PROGRESS THE FIRST.

Apollo Bandar and Rampart Row.

FOR the last fifty years the Apollo Bandar (Pier) has been utilised as the place of arrival or departure of distinguished visitors; and it constitutes one very useful portion of the great reclamations which were carried out between 1860 and 1870, when some six million pounds sterling were expended in regulating and extending the foreshore of the island to below low-water mark. The large domed building on the left-hand as one steps ashore is the new Taj Mahal hotel: the more picturesque structure, which faces the harbour on the right-hand, is the Royal Bombay Yacht Club, the chief meeting-place of European society in Bombay. The Pier road ends at a handsome fountain erected in memory of the Duke of Wellington, who was resident in Bombay at the commencement of the 19th century. At the right hand corner, facing the fountain, stands the Sailor's Home, the major portion of the cost of which was contributed by H. H. Khande Rao, Gaekwar of Baroda, in honour of the visit to India of H. R. H. the Duke of Edinburgh. On the left hand a road runs to Colába (*recte* Kolaba), the military head-quarters of the city, which was formerly composed of two small islands inhabited

by Koli fishermen, the aboriginal colonists of Bombay. The wide open space on the right-hand, after leaving the Wellington fountain, is known as "the Crescent," and approximately forms the site of the outworks of the southernmost rampart and gate of the old Fort of Bombay. Facing it on the left is the Elphinstone College building erected in 1888 to take the place of the original college buildings at Parel, for which the late Sir Cowasji Jehangir Readymoney provided two lakhs of rupees.

Immediately beyond the College, at the northern junction of the main thoroughfare with the Crescent site, stands a bronze equestrian statue of His Majesty the King-Emperor, erected during the Governorship of Sir Richard Temple by Sir Albert Sassoon, in memory of His Majesty's visit to Bombay in 1875. From this point commences the European business quarter of the city. The chief buildings of interest on the left side of the route are the University Convocation Hall, built by the late Sir Cowasji Jehangir, and the University Library surmounted by the Rajabai Clock Tower which was erected at a cost of four lakhs by Mr. Premchand Roychand, one of the leading native merchants of Bombay during the cotton and share mania of 1860-65. In a line with these buildings, but not properly visible from the road, are the Secretariat and High Court facing the western or Back Bay. The former was commenced at the instance, and during the Governorship, of Sir Bartle Frere: the latter was begun in 1871 and completed in 1878.

Statue of His Majesty the King-Emperor.

The Municipal Offices.

The route now leads through lines of shops and offices to a second fountain known as "The Floral Fountain," which marks the site of the old western gate of Bombay Fort, "the Church Gate," so called from its proximity to St. Thomas' Church, which was opened on Christmas Day, 1718, and was constituted a century later the Cathedral of the Diocese. On the left of the fountain, at either corner of the road leading to Back Bay, stand the Public Works Department Secretariat and the General Post Office, both of which buildings were projected during Sir Bartle Frere's tenure of office, were commenced in 1869 and completed in 1872.

Hornby Road.

Bearing to the right past the fountain, Rampart Row merges into the thoroughfare named after Mr. William Hornby, who administered the affairs of Bombay at the close of the 18th century. On the right-hand, behind the front line of shops and offices, lies the original Parsi quarter of Bombay, in which that adventurous community first commenced to settle about 1675. The whole of the locality lay within the ramparts which approximately followed the line of the present Hornby Road. The road ends in a wide open space, embellished by a small garden, in front of which stands a statue of the late Dr. Blaney, C.I.E., who for many years took a leading part in municipal administration. The garden marks the northernmost limit of the old Fort of Bombay, and occupies ground formerly devoted to the bastions and outworks of the great Bazár Gate. Dr. Blaney's statue directly faces the lofty domed offices of the Municipal Corporation, of which Lord Ripon, as Viceroy, laid the foundation-stone in 1884.

The very handsome building on the right, facing the Municipal Offices, is the Victoria Terminus of the Great India Peninsular Railway, which forms the starting-point of the network of lines which now stretches across the continent of India. The station occupies the site of the original temple of the goddess Mumba or Mumbai, who is the patron deity of Bombay, and from whose name the word "Bombay" has been derived. Near the temple was a large tank known as the "Phansi Talao" or "Gibbet Pond," in allusion to the fact that malefactors of early days were here executed. The temple was removed to a more northerly site in 1766, in order to make room for fresh fortifications; but the gibbet stood here till 1805, when it was removed to the vicinity of the present Common Jail. The Great India Peninsular Railway, the first line opened in India, was projected in 1844; the first sod was turned in 1850, and the first twenty miles were opened for traffic in 1853, up to which date the carrying trade depended entirely upon bullock-carts and pack-ponies.

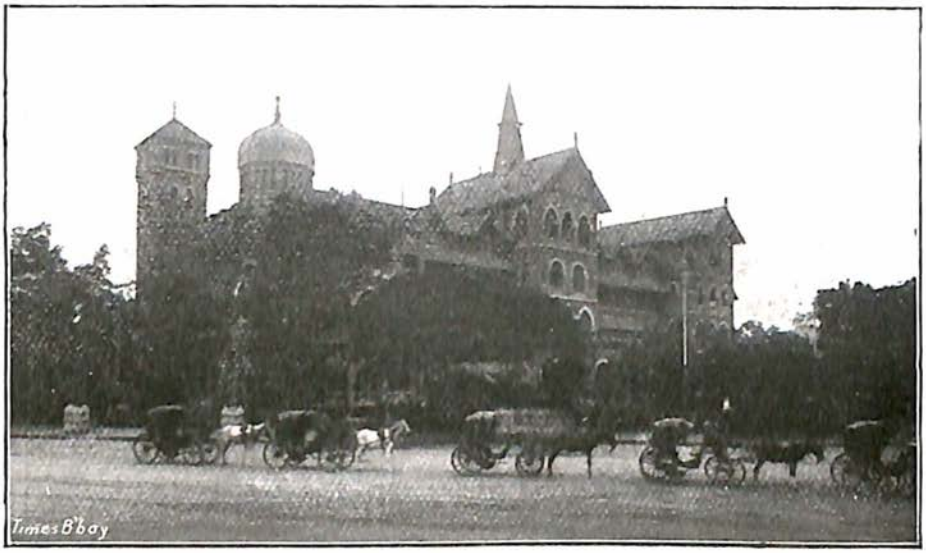
(M)

Market Road and Esplanade Cross Road.

Leaving the Municipal Offices on the left hand, the road passes in succession the lately-built office of the *Times of India*, the rear of the Cama Hospital, built in 1886 by Mr. Pestonji H. Cama, and the Sir Jamsetji Jeejeebhoy School of Art, the students of which earned high praise for the samples of their craft exhibited at the Delhi Darbar. At the junction of Market Road and Esplanade Cross Road (or, as it is often called, Carnac

Victoria Station, G. I. P. Railway.

The "Times of India" Offices.



The Head Police Office.

The Crawford Market.

Road) stand two very well-known buildings. That on the left, standing back in its own grounds, is the head-quarter Police Office, completed in 1896. In front of the main entrance stands a bust of Sir Frank Souter, Kt., C.S.I., C.I.E., who was Commissioner of Police at the date of His Majesty the King-Emperor's visit to India as Prince of Wales. The building on the right is the Crawford Market which was built in 1869 and was described in the contemporary press as "the noblest and most useful of all public improvements" and as "forming a grand monument to the energy of the Municipal Commissioner whose name it bears." Turning sharp to the left round the boundary of the Police Office grounds, the route runs south-westward along Esplanade Cross Road, which serves as the dividing line between the European and Native portions of the city. The right side of the road is flanked by native shops, the left and south side by the Native General Hospital and the St. Xavier's College, which was recognised by the University in 1869, and justly claims a place among the most useful educational institutions in Bombay.

Kalbadevi Road.

Nearly opposite the college and in view of a lofty and ornamental lamp-post, the Kalbadevi road branches away to the right. This road owes its name to the goddess Kali or Kalika, one of the oldest deities of India, whose shrine, originally located in Mahim, the northernmost portion of Bombay Island, was during the 15th century removed to this neighbourhood. The Kalbadevi Road cuts through one of the oldest quarters of Bombay. On the left lies Cavel, the home of those aboriginal fishermen who were

converted to Christianity by the Portuguese, and on the right is the quarter called Hanuman Lane after one of the most popular deities of the lower-class Hindus. Some little distance along the road on the right hand is a temple of Vishnu-Narayana, built in 1875 by Mr. Mulji Jetha, a Hindu merchant, for the use of Gujarat Hindus. It has a curious façade adorned above with stereotyped figures of Hindu ascetics, and below with representations of various deities, of which the centre and most noticeable figure is the elephant-headed Ganpati. From this point the road winds forward to the Mumbadevi Tank (forming part of the present shrine of Mumba and hidden from the view of the passer-by by a high yellow wall), then passes a Jain temple on the left and some coppersmiths' shops on the right, and finally debouches into Pydhoni.

Pydhoni.

Pydhoni (literally "Foot-wash") owes its name to a small stream which originally flowed here, but which was first bridged and then filled up after the British occupation of the Island. On the right-hand side is the Police Station, which may be said to form the boundary mark between the chief Hindu and Musalman quarters of the city. In the Hindu-Muhammadan riots of 1893, Pydhoni was the centre of the *émeute*, and hither marched the main body of military and police, which eventually succeeded in restoring order. A few steps beyond the police-station on the right-hand side a small road leads to the Minar Mosque, which is about two centuries old. Its excessive whiteness makes it clearly distinguishable by those passing along the main route.

Temple of Vishnu.

Pydhoni.

Parel Road.

At this point the route turns to the left into the Parel Road, which runs due north towards the chief centre of the mill industry and the neighbourhood of the former residence of the Governors of Bombay. On the right hand, at the point where Parel road begins, is a Jain temple of no great outward attractiveness, but credibly reported to contain vast quantities of jewellery and precious stones dedicated from time to time to its deity. The white gateway higher up on the left leads into the Nawab's Mosque, belonging to the Shafai sect of Sunni Muhammadans: and on either side of the road are the shops of petty Musalman merchants, cloth-dealers, saddlers, booksellers and others. Some distance along on the right-hand side is the Jail Road, which, as its name implies, leads to the old Common Prison built by Governor Duncan in 1804. In the neighbourhood of the Jail Road live many Sidis or Africans, whose ancestors played so important a part in the early history of the Island.

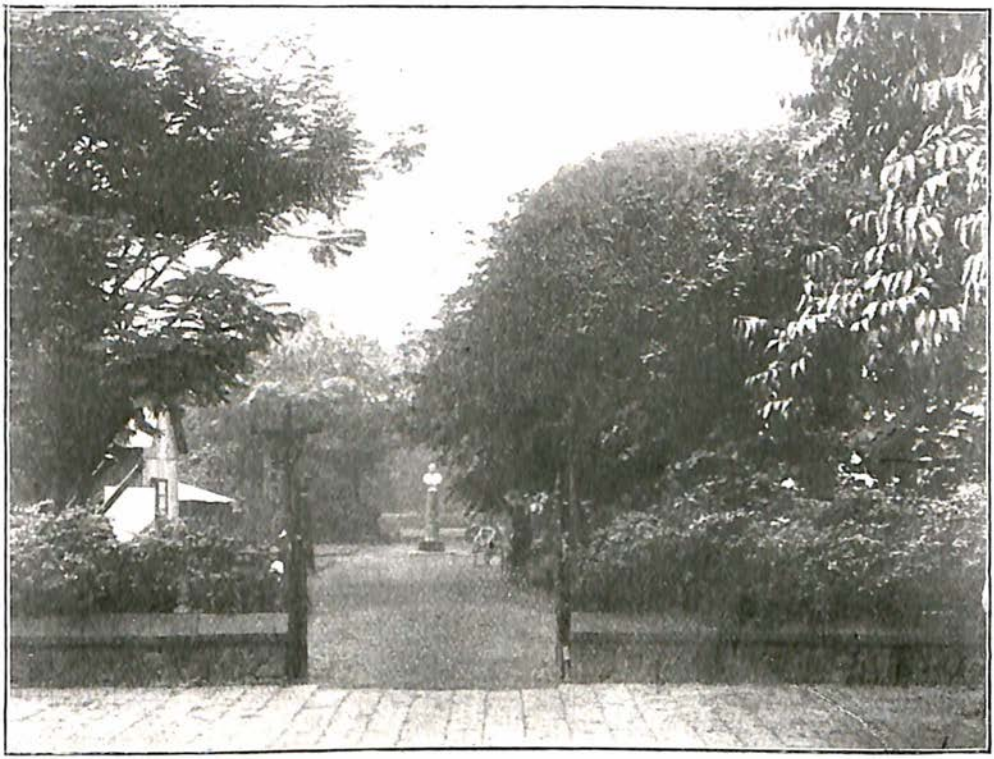
Obelisk Road and Grant Road.

Turning to the left off Parel Road the route enters Obelisk Road, a continuation of Grant Road. From this corner onwards to Duncan Road live low-class Muhammadans of all kinds, Pathans, Sidis, Konkanis and others. At the point where the route crosses Duncan Road is a drinking-fountain erected by the Municipality on the site of an ancient tank. Opposite to it, and now filled up also, was another reservoir, whence the locality is familiarly known as "Two Tanks." The whole of this neighbourhood is turbulent and has more than once served as a focus of lawlessness. The route now enters Grant Road proper, built about 1840 during Mr. Grant's Governorship, at a time when its surroundings were practically open country. On the left hand side the first object of interest is

the Northbrook Gardens, opened in 1873 to commemorate the visit of Lord Northbrook, the Viceroy, whose bust stands on the central path of the gardens. The opposite side of the road contains disused Bene-Israel (Jew) and Muhammadan cemeteries, the latter being distinguishable by the somewhat dilapidated tomb of a "Pir" or Saint. Further along the road at the junction of the route with Falkland Road is a group of unpretentious and unattractive Native Theatres, Parsi, Musalman and Hindu; which are open for performances three days a week. In Falkland Road dwell many dancing-girls; and opposite the Hindu theatre is the Arab Lane, so-called because the Arab horse-dealers with their unmistakable head-gear have long shown a predilection for this locality. The western end of Grant Road passes between lines of middle-class Parsi flats and ends at the Frere Bridge, built in 1866 over the Bombay, Baroda and Central India Railway. On the left as one crosses the bridge is the Mozuffarabad Hall, belonging to the Halai Memon community, who lend it for various social functions.

Gamdevi Road and Chowpatty.

After crossing the Frere Bridge the route leads directly across Gowalia Tank Road into Gamdevi or "Village Goddess" street. On either side of this winding road may be seen remnants of those cocoanut-palm gardens which formerly covered the entire neighbourhood, and which the Portuguese called "Hortas" or "Hortelaos." The road debouches on to the sea-face road known as Chowpatty (*recte* Chau-pati), so called from four channels of water which the sea originally formed here. At the junction of the two roads stands the Wilson College, one of

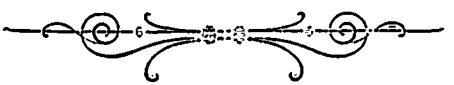


The Northbrook Gardens.

Babhulnath Temple from Chowpatty.

the chief educational institutions of Bombay. The college originated in an English school for native boys founded by the Rev. John Wilson in 1834. The cost of the present building was defrayed partly by public subscription in Scotland and partly by several Native Chiefs in Western India out of respect for Dr. Wilson's memory.

Chowpatty road passes between Back Bay and a wide open space on the right-hand, which stretches to the foot of Malabar Hill. In the distance may be seen the gilded spire of the Babulnath temple. Somewhere on this open space there stood till 1856 the house occupied by the Duke of Wellington in 1801-02, and described by a writer in the former year as "a mere hut of a place." Opposite the point where the sea-wall begins is a small road which, passing the stables and quarters of H. E. the Governor's Bodyguard, winds up to the ridge of Malabar Hill. The road is known as Siri or Sidi (=the Ladder) and is practically identical with the original path formed by pilgrims to the famous Walkeshvar temples, which lie near the upper gate of Government House grounds. The route from this point leads straight up the Walkeshvar Road to the lower gate of Government House, which was described in 1838 as "the favourite residence of the Governor —a particularly beautiful situation, being a woody promontory rising so abruptly from the sea that the spray dashes up against the terraces." The time-honoured residence of the Governor at Parel in the north of the island had not at that date been wholly abandoned; but from 1845 it gradually fell into disuse, and to-day is used as a Plague Laboratory.



Portuguese Church (Girgaum).

Thakurdvar Temple (Girgaum).

PROGRESS THE SECOND.

LEAVING the grounds of Government House by the lower gate, the Walkeshvar Road leads down to the Chowpatty sea-face, whence the spires and domes of the chief buildings in the Fort and Colaba are distinguishable. Thence a turn to the left brings one to the French Bridge over the Bombay, Baroda and Central India Railway line.

Walkeshvar Road, Chowpatty and French Bridge.

At this point commences the Girgaum Road, which runs in a south-easterly direction, parallel with the Queen's Road and the railway. The name "Girgaum" is derived from Giri-grama (the Hill-village), as one of the scattered hamlets which formed the original nucleus of Bombay once stood in this neighbourhood. The northern end of Girgaum is occupied largely by Brahmans, who yield place to other classes of Hindus and Parsis as one travels southwards. The first building of interest is the old Portuguese Church, which stands on the left, facing the Girgaum tram terminus. A Portuguese inscription inside the church shows that it was founded in 1773 by the De Gá family and was rebuilt in its present form in 1836 by one of their descendants. The original owner of the adjoining property was head assistant in the old firm of Forbes & Co., and was spoken of as the first Native who ever drove a pair of horses. Passing onward, one arrives at Thakurdvar Road, with the new Thakurdvar temple at the corner of it. The name, which signifies "the Gate of the Lord," is commonly applied to Vaishnava temples in all parts of India. Further south on the right hand lies Old Sonapur Lane, which leads to Queen's Road and the Hindu burning-ground. Sonapur is the

Girgaum Road.

56580

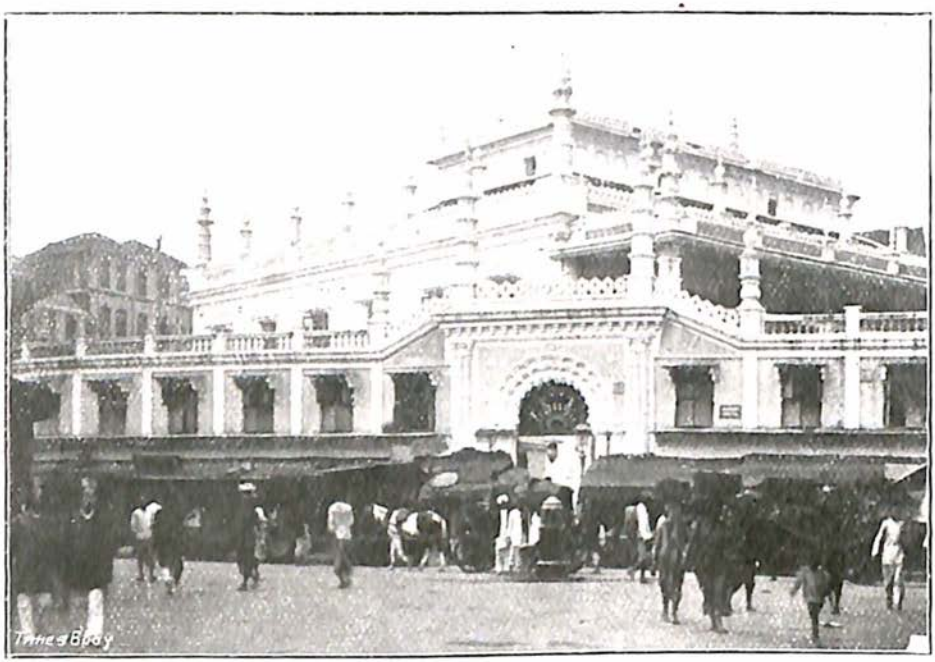
name of the whole locality extending southwards from Old Sonapur Lane to Marine Lines station, and contained the old burial and burning-grounds of Bombay Island. The English cemetery here in the early days of British dominion was familiarly known as "Padre Burrows' godown (warehouse)," Burrows being the name of the garrison chaplain of those days (1814).

New Street, Picket Road, Esplanade Road, and Market Road.

At a point nearly opposite New Sonapur Lane the route turns eastwards into the new street, to be called Prince's Street, constructed by the Improvement Trust on the site of a rookery of old and insanitary dwelling-houses. Thence it passes down Picket Road and meets Carnac or Esplanade Cross Road opposite the Lord Harris Primary Schools and the Native General Hospital referred to in the programme of the first progress. On leaving Picket Road, a turn to the right brings one to the Fitzgerald Lamp and the corner of Esplanade Road, which runs due south past the Native Infantry lines and parade-ground towards a fine statue of the Queen-Empress Victoria. The road is flanked on either side by the recreation-grounds of Bombay. The open ground on the east is temporarily devoted to a "People's Fair," passing through which one arrives at the corner of the Market Road (mentioned in the account of the first Progress), and thence once again at the Police Office and the Crawford Market.

Sheik Memon Street.

Nearly opposite the Police Office commences the famous Sheik Memon Street, which for more than fifty years has had the reputation of being one of the richest streets in Bombay. Outwardly its appearance belies its wealth; but the southern half, through which one first passes, is the business-quarter of the



The Jama Masjid.

The Jackeria Masjid.

richest cloth-merchants, there being three large cloth markets in the vicinity of the thoroughfare; while the more northernly portion, known as the "Sona-chandi Bazár," contains the gold, silver and precious stones in which the great merchant-castes of Gujarat deal. It is always a busy street, crowded with merchants at all hours of the day. Some little distance up, at the point where Janjikar Street runs into it, the eye rests upon the white façade of the "Jama Masjid," the greatest mosque in Bombay. As it was originally built on the site of an old tank, the Musalman priests speak of the mosque as "Jahaz-i-Akhirat" (*i.e.*, "the ship of the world to come"), the whole epithet forming an Arabic chronogram which fixes the date of its erection, A.D. 1802. The staff of the mosque includes an Imam or Prayer-leader, with two assistants, a fully qualified Maulvi and a staff of teachers, who are bound to give gratuitous religious instruction in the Arabic or Persian tongue to any Musalman desirous of receiving it. It was close to the entrance of the Jama Masjid that the Hindu-Musalman riots of 1893 first broke out.

Masjid Bandar Road.

Sheik Memon Street leads *via* the boundary-wall of the Mumbadevi temple and tank into Masjid Bandar Road. The open space between the two streets contains a fountain built in 1898 in memory of a well-known Bhattia merchant, and opposite the fountain is a semi-circular row of jewellers' shop. Masjid Bandar Road is devoted to merchants of all denominations, as also is Abdul Rehman Street, which lies on the right hand side a few yards down. On the left side of the thoroughfare lies Memonwada, the Memon quarter, and on the same side lower down the Jackeria Mosque, the most noteworthy building in the street, which was erected by Haji Jackeria

(Zakhariya), a Memon philanthropist. The route leads straight to the Masjid Bandar Bridge, built in 1868 over the Great India Peninsula Railway line. Facing the bridge on the left hand side is a group of houses, in one of which the first authenticated case of plague occurred in 1896: on the right of the bridge, a short distance away, is the wealthy mosque with blue pillars which gives the whole locality its name. The eastern portion of the road, which commences from the end of the bridge, is wholly occupied by warehouses and granaries.

Frere Road.

This thoroughfare of granaries runs into Frere Road, which with the land on the right or east of it represents a portion of the great reclamations undertaken in the 'sixties'. The chief building on the right is the famous Prince's Dock, with its lofty clock-tower, the first stone of which was laid by His Majesty the King-Emperor in 1875. The dock and its buildings were designed by Thomas Ormiston as part of a scheme for improving the whole foreshore of the harbour, and during the governorship of Sir Seymour Fitzgerald the whole locality was handed over to the Port Trust, which was constituted on the model of the Mersey Trust in Liverpool. The Prince's Dock cost altogether 80 lakhs of rupees, was four years under construction, and was finally opened on January 1st, 1880. Further down on the same side the route passes a rude shed of corrugated iron, in which is carried out the disinfection of the myriad pilgrims who journey every year to Mecca. South of the Prince's Dock lies the Victoria Dock, and south of that again the site of the new wet

and dry Docks, the largest of their class in the world, the foundation-stone of which H. R. H. the Prince of Wales has graciously promised to lay.

Elphinstone Bridge and Chinch Bandar Road.

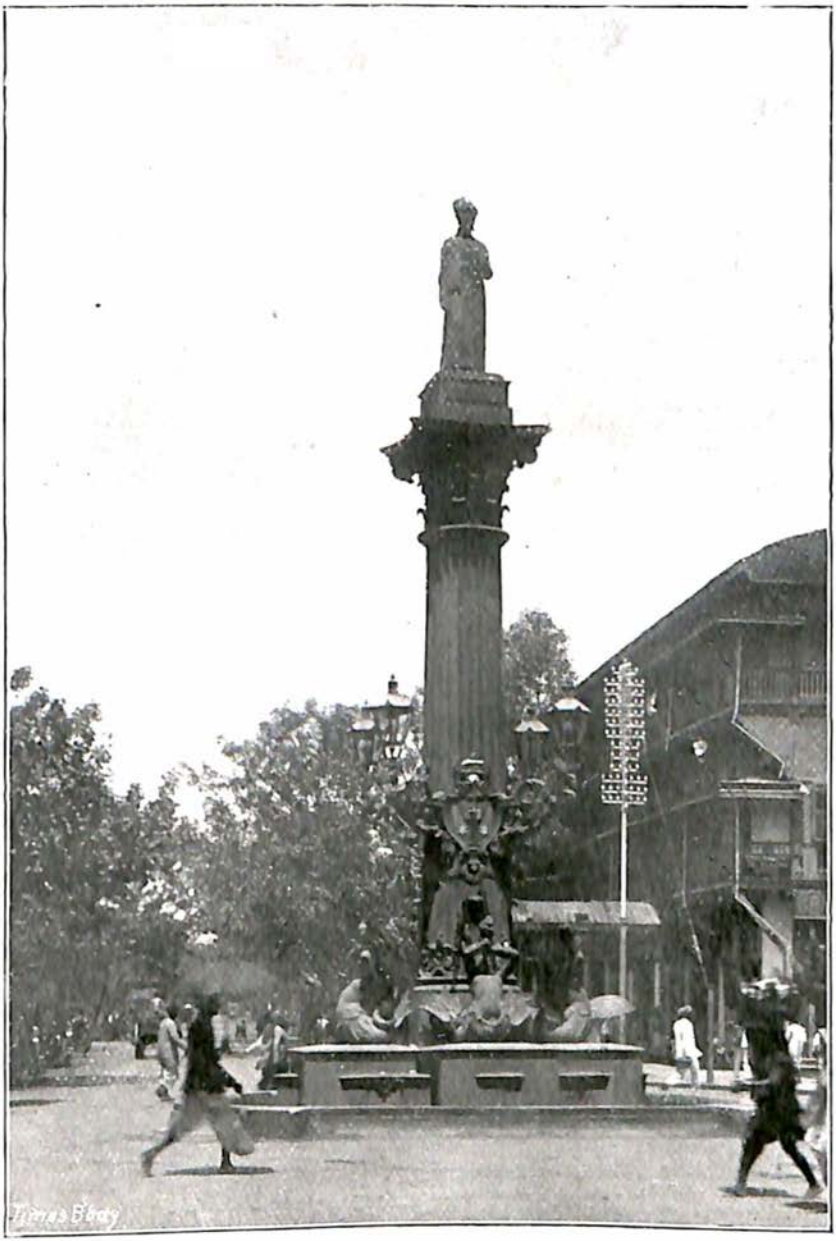
Turning again to the left over the Elphinstone railway-bridge a good view is obtained of Naoroji Hill and the ancestral house of the Sett family, who are the proprietors of the hill. The far side of the hill, invisible from the road, has long been one of the most insanitary and crowded areas in Bombay, occupied by a very poor class of Hindus: but a considerable portion of it has now been acquired by the City Improvement Trust, who are gradually demolishing the pestilential dwelling-houses, letting in light and air and driving broad streets through the worst areas. After crossing the bridge, the Chinch Bandar (*i.e.*, Tamarind Pier) Road, so-called from a group of tamarinds which stood near the unreclaimed foreshore of old days, leads in a northerly direction past some native wheelwrights' sheds into Babula Tank Road.

Babula Tank Road.

On the right hand side an old residence of the Byramjee Jeejeebhoy family stands back from the road. This was formerly used as the Sadr Adalat or chief Appellate Court, the chief Court for original causes being located in the building now known as the Great Western Hotel in the Fort. Opposite to it come in succession an English Mission church and the old Babula Tank which lends its name to the thoroughfare. The tank has now, for sanitary reasons, been partially filled up. Beyond it on the far left can be seen the gilt-domed mosque of the Mughals, who are Shia Muhammadans from Persia. Many Sidis (Africans) and Pathans (from the north-west frontier of India) dwell in the vicinity of this mosque.

Parel Road, New Road and Kamathipura.

On the right, at the junction of the Babula Tank and Parel Roads, stand the buildings of the Jamsetjee Jeejeebhoy Hospital, built in 1845 at the joint expense of the East India Company and Sir Jamsetjee Jeejeebhoy for the treatment of the native poor, the Grant Medical College founded in the same year, the Cowasji Jehangir Ophthalmic Hospital and the Bai Motlibai Obstetric Hospital, which was founded by the liberality of Mr. Naoroji Wadia's widow during the governorship of Lord Reay. Passing northward along Parel Road, the route turns to the left down one of the new roads recently made by the City Improvement Trust, at the corner of which on the right stands the new Police Hospital built under the auspices of Lord Northcote and opened by Lord Lamington in 1904. The new *chals* on either side of the road have taken the place of a congeries of most insanitary and disease-stricken houses, which were for many years the despair of Municipal Health officials. The new road ends in an open space ornamented with a memorial column to Sir Jamsetjee Jeejeebhoy, the great Parsi philanthropist. On the right hand starts northward the Ripon Road, in which the Julhais or Jolahas, a poor and turbulent class of Musalman hand-weavers, chiefly reside; and on the left facing Messrs. Kemp and Co.'s establishment are the buildings of the Bombay Benevolent Society, founded by Sir Jamsetjee Jeejeebhoy. Thence passing a short distance down Bellasis Road, which was built in pre-Mutiny days, the route bears to the left into the quarter known as "Kamathipura." This neighbourhood, which earns its title from the Kamathis, a



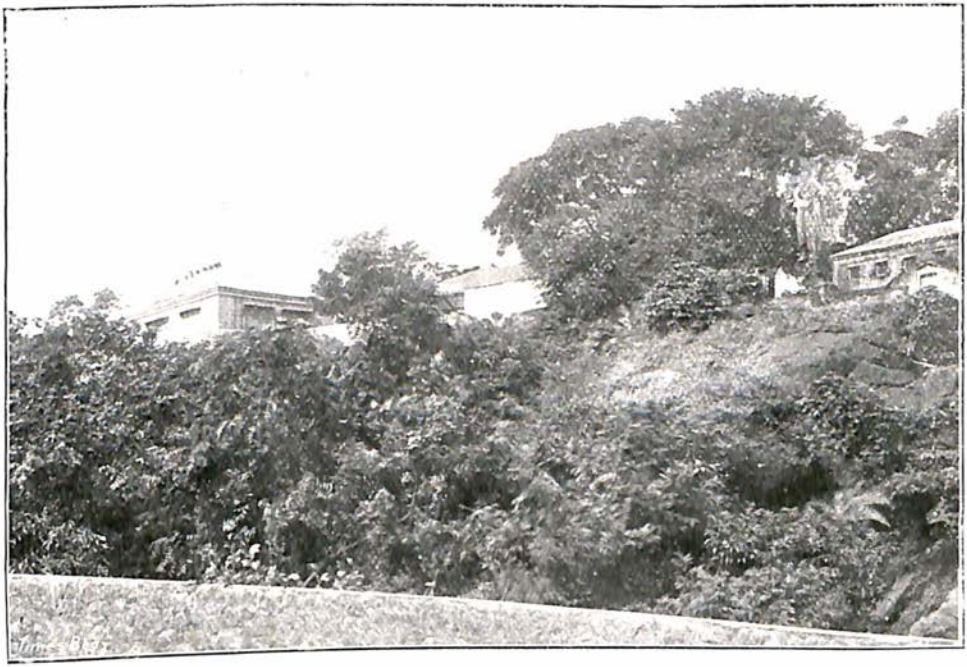
The Sir Jamsetjee Jeejeebhoy Column.

tribe of labourers and artizans who immigrated from H. H. the Nizam's Dominions towards the end of the 18th century, was till 1800 a partially-submerged swamp, over which boats could in places float at high-tide. The great Vellard or dam at Mahalakshmi, built during the governorship of Mr. William Hornby towards the close of the 18th century, was one of the chief means of shutting out the sea from these central portions of the island, and rendering the land available for building. Since 1860 the Municipality has done much towards raising the level of the ground and has thereby rendered the locality less waterlogged and feverish. Foras Road, down which one passes to Gilder Street, is occupied by several of the better class of dancing-girls.

Gowalia Tank and Gibbs Road.

Gilder Street leads direct to the Grant Road (or Frere) Bridge across the Bombay, Baroda and Central India Railway line; whence the route turns (opposite a Municipal fire-engine station) up the Gowalia Tank Road. The tank, which is typical of the old tanks of Bombay, can be seen on the left of the route; and further along on the right, where the hill rises is a small thoroughfare named after Mr. Forjett, an officer of the Bombay Police, who at the time of the Mutiny, by his foresight and extraordinary knowledge of the vernacular, saved Bombay from the troubles consequent upon a rebellion of the native garrison. At the top of the hill leading from the tank two roads meet the main thoroughfare. That on the right winds up Cumballa Hill, a continuation of Malabar Hill, the summit of which commands

a wonderful view of the eastern side of the island, the harbour and the distant mainland. That on the left, known as Gibbs Road, leads past the hanging-gardens to the ridge of Malabar Hill. On the right hand side of Gibbs Road, about two hundred yards from the foot, is the entrance to the Parsi Towers of Silence. This is a historic locality, being mentioned by Dr. John Fryer, Surgeon to the East India Company in 1675, as containing the first Tower of Silence built by the Parsis in Bombay. The outer buildings of these receptacles for the Parsi dead are plainly visible from the road. As one approaches the top of the hill, a splendid view lies open on the left-hand of the western side of the island. Standing here at night, one looks down upon the palm-groves of Chowpatty and across the sweep of Back Bay to the High Court, the Rajabai Tower, the Secretariat and the Light-house at Colaba Point, the whole curve of land being jewelled with an unbroken chain of lights, which has earned the appropriate title of the "Queen's Necklace." The road passes hence through the Municipal gardens to the fashionable residential quarter of Bombay. Just beyond the small Post Office lies the Ladies' Gymkhana with its tennis and badminton courts, and beyond that again on the right-hand a large house, 'Il Palazzo,' owned by a member of the Sassoon family. The only other building of note is a newly-erected Bhattia temple on the left-hand, near the end of Ridge Road, built by a wealthy jeweller of the city for the use of his co-religionists who of late years have shown a marked preference for residence on the Hill instead of, as in former days, in the city. There were bungalows on Malabar Hill, in the occupation of



The Parsi Towers of Silence (from Gibbs Road).

Englishmen as early as 1788; but its growth as a residential quarter dates from the time when the Governors of Bombay relinquished their mansion at Parel in favour of the present house at Malabar Point; while its occupation by appreciable numbers of Native merchants synchronized with the appearance of the Plague, which renders the city almost uninhabitable for a considerable portion of the year. Not far from the upper gate of Government House are the Walkeshvar temples, which were visited by His Majesty the King-Emperor in 1875. The original temple of Walkeshvar was built between 860 and 1200 A.D., at a time when the non-Aryan Silahara dynasty ruled over Bombay and surrounding districts; but, owing to its subsequent destruction by the Muhammadans, very few relics of it now exist. The present temples have acquired great sanctity and are visited yearly by innumerable pilgrims.

PRINTED AT
THE TIMES PRESS,
BOMBAY.

Digitized with financial assistance from the
Government of Maharashtra
on 18 July, 2018